THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) and (b) Electrification projects are considered primarily on traffic volumes, economic viability and operational necessity.

(c) The State Government of Rajasthan had recommended electrification of Bina-Kota, Jaipur-Sawai Madhopur and Ratlam-Neemuch-Chittorgarh sections, amongst which, work is in progress on Bina-Kota section.

Diversion of allocation for railway safety and security

685. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) the potential areas still remaining to be tapped or exploited for increasing the revenue and expenditure areas from which economy and savings can be obtained;

(b) whether it is a fact that the Budget allocation meant for railway safety and security has been diverted to other purposes; and

(c) if so, the details for the last three years?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Railways are making all out efforts to maximize its revenue from its core activity of transportation of freight and passengers. In this direction, throughput enhancement works have been taken up for removal of capacity constraints in critical section for capturing more traffic. Number of passenger trains are being introduced and frequency of existing trains are also being increased in order to increase passenger earnings. Besides, railways are also exploring the avenues of revenue generation by commercial exploitation of railway land not required for operational purposes especially in metro areas through development of commercial and residential complexes and through advertisement at prominent locations on railway land, trains and at stations. Additional revenue is also anticipated from setting up of Budget Hotels by Indian Railway Tourism and Catering Corporation (IRCTC).

On the expenditure side, railways are taking all possible measures for economy and austerity in every area, with emphasis on better utilization of assets and rolling stock, improved maintenance practices through superior and latest technology, right sizing and increasing the efficiency of manpower etc.

(b) and (c) No, Sir. Adequate funds are being provided for Safety and Security as per requirement.

Rail link between Chennai Egmore and Chennai Central Railway Stations

686. DR. K. MALAISAMY: Will the Minister of RAILWAYS be pleased to state:

(a) whether the rail linkage between two gate-way of Tamil Nadu *viz* Chennai Egmore railway station and Chennai Central railway junction was rightly conceived and foundation ceremony conducted during 2003 and then the Government of Tamil Nadu promised to spare the requisite land;

(b) if so, what is holding up proceeding further; and

(c) whether there could be a categorical assurance as to when the project could be taken up for execution and the time-frame for completion of the work in the wake of the long felt need of the people?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Yes, Sir.

(b) Tamil Nadu Government has not conveyed its clearance for the B.G. connectivity between Chennai Central and Egmore as it would clash with the alignments under the two major projects *viz* Chennai Metro Rail project and the project of National Highways Authority of India (NHAI) to construct Elevated Expressway connecting Chennai port and Maduravoyal.

Further, the proposed rail link cannot be constructed without the flyover on EVR Periyar High Road for which there is no clearance available from Tamil Nadu State Government side. The Government of Tamil Nadu has been requested to review the decision and send its no objection for execution of the project. Their response is awaited.

(c) In view of status explained in (b) above no categorical assurance can be given at this stage as to when the project can be taken for up execution.

Accidents at unmanned railway crossings

†687.SHRI SHREEGOPAL VYAS: Will the Minister of RAILWAYS be pleased to state:

(a) the number of collisions between vehicles similar to one that took place between an engine and a bus on 2nd February, 2009 at Firozpur and the number of passenger killed therein during last three years, zone-wise and State-wise;

(b) the percentage of unmanned level crossings that would be changed into manned level crossings in the Eleventh Five Year Plan; and

(c) whether research is being done on remote sensing/signalling etc. to avoid such situations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) Zone-wise number of unmanned level crossing accidents involving dashing of bus/van with trains and the number of persons killed and injured therein during 2005-06, 2006-07 and 2007-08 and the current year 2008-09 is as under:-

Year	Railway	State	Number of Accidents	Number of persons killed	Number of persons injured
1	2	3	4	5	6
2005-06	South Western	Karnataka	1	5	4
	Northern	Punjab	1	2	3
		Haryana	1	3	5
Total			3	10	12
2006-07	North Western	Rajasthan	1	5	12
	West Central	Rajasthan	1	0	9
	Western	Gujarat	1	6	12
	Northern	Punjab	1	3	23
TOTAL			4	14	56

†Original notice of the question was received in Hindi.